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PIGS IS PIGS.

WHEN hogs on the hoof, so to speak, command the royal price of 13 cents a pound it is time for the average householder to reconsider the dream of raising chickens and come down to a study of pork culture. Contemplation of this branch of how to reduce the cost of living has many alluring features to commend them to householders were it not for the health laws which place the porcine pet under the ban as an undesirable citizen in congested districts. Why this rule should obtain, and the dawn-disturbing chautieler be given the preference, is past understanding with some people who believe the hog, when given a chance, proves himself the most cleanly of animals. Not that he will ever become a parlor pet or be a candidate for the chimney corner usually usurped by Fido, but the fact is that hog raising has become one of the lost arts. The fascinations of studying ambulatory pork chops has not received the attention they deserve. For years the value of the porker as an adjunct to the American farm has received the closest attention of the Department of Agriculture, which has issued millions of leaflets on the subject showing how easy it is to raise your own swine and make money out of the process. Avoiding the delicacies of the situation it must be said that there is more money and greater fun in the business and none of the risk of crop or pig that take the pleasure out of life for housewife in her first venture into the realm of poultry. Pigs multiply as no other form of animal life, and, if the reader doubts this assertion he or she is respectfully referred to the experience of Mike Flannery, station agent of the Interurban Express Co., somewhere in the west, as told so cleverly by Ellis Parker Butler. A Mr. Morehouse had received two pet pigs, whose classification developed a wrangle with the station agent. The pigs were of the diminutive variety, recognized as family pets, but the station agent insisted on their classification as plain every day rooters. When the matter went before the claim agent Flannery was called on for a report on the health and condition of the livestock remaining in his care in lieu of receipt and acceptance by the consignee. Mr. Flannery investigated, but the story is better told in the language of the novelist as follows:

"To assure himself that the report would be up to date Flannery went to the rear of the office and looked into the cage. The pigs had been transferred to a larger box, a dry-goods box. 'Wan, two, three, four, five, six, seven, eight,' he counted. 'Sivin spotted and one all black. All well and hearty and all eatin' like ragin' hippy-pottymusses.' He went back to his desk and wrote his report. *** As the argument waxed warm over the payment of the freight charges Flannery was flooded with statements and advice from the tariff department, the auditing department and the claim department until he was called on for another report. This time the count showed 160 healthy pigs, but the correspondence continued until the agent was empowered to collect for 800 pigs at two bits a head freight charges. The consignee had removed, and the claim department was so notified when a final order came to ship the objects of discussion to headquarters. Flannery thereupon set to work to obey orders. He hired all the boys of the vicinity to help him and they began making cages. As fast as the cages were completed they were filled with pigs and expressed to headquarters. Day after day cases of guinea pigs flowed in a steady stream, and still Flannery and his six helpers ripped and nailed and packed. At the end of the week they had shipped 280 cases of pigs and there were in the express office 704 more pigs than when the packing began and a cattle car stood at the siding as an inspector came along to find out where the stream of pigs came from when the bill of lading only called for two.

"Wan wagonload more and I'll be quit of them and nivr will ye catch Flannery wid no more foreign pigs on his hands. No sur, they were near the death of me. Nixt time I'll know that pigs of whatever nationality, is domestic pets and go at the lowest rate. Well, anyhow," he added cheerfully, 'tis not so bad as ut might be. What if thim dago pigs had been elephants?"

STARVING IN THE MIDST OF PLENTY.

BILIOUS tinged reports of the food situation emanating from the east are changing to a more optimistic hue. The indigo shade is vanishing, and the railroads, by cutting the Gordian knot of red tape, are solving the problem in a way that it would have been solved before had not the politicians thrust their interfering noses into a domain of which they knew nothing. Cars are moving, and moving with the right kind of freight. Coal, flour and grain have taken the right of way from passenger trains and the outcry from New England points is abating. There is no discounting the fact that conditions were as serious as pictured at first, but the truth only came out when it appeared that the interstate commerce commission was partially responsible for issuing impracticable mandates. When these orders were dissolved and the railroad men left free to do what any hard rock railroad man would do under the circumstances, the silver lining began to show through the gloom with which the firmament was plastered. Now, if the federal trade commission, which asks for the appropriation of \$400,000 ceases its activities and leaves the involved question to the railroads, it will be a mere question of weeks before trade circulates again in normal channels. That disaster threatened was beyond peradventure near the death of me. Nixt time I'll know that pigs of whatever nationality, is domestic pets and go at the lowest rate. Well, anyhow," he added cheerfully, 'tis not so bad as ut might be. What if thim dago pigs had been elephants?"

municipal authorities and the remedy is forthcoming quicker than was thought possible three short days ago when leaders of the financial work of New York and Chicago were predicting anarchy and universal rioting. The country has the fortunate habit of getting along some way in spite of its lack of preparedness, and while a calamity has been avoided by a narrow margin, the disclosures are such that steps will be taken to avoid a repetition of the occurrence.

RECOVERING ITS BALANCE.

THE announcement of a ruthless submarine warfare threw the British nation into a conniption fit from which it is emerging with the consciousness that it is able to cope with the undersea evil much better than was expected. The British board of censors has opened up sufficiently to give some details of what is doing and what the naval branch of the service expects to do with the result that the disturbed equanimity of the insular nation is rapidly coming back to its old stoical self. Sir John Jellicoe, hero of the battle of Jutland, is in charge and henceforth every Englishman will rest in peace without thinking the shores of his neighbor are the reverberation of enemy guns. There is no attempt to disparage the fertile resourcefulness of the German undersea navy for the British public is enjoined to economize as much as possible in the consumption of food, with the idea of conserving the stocks on hand, which are estimated to be sufficient for a period of ninety days, even if it came to the worst—that not another pound of foodstuff could run the gauntlet of the seasaws. The earlier suggestion that all ornamental lands be utilized for utilitarian purpose by planting them to cabbage, turnips and potatoes has been reconsidered, and John Bull is beginning to experience a revival of confidence in his navy which he always regarded as the bulwark of the nation. In the meantime some of the statements pretending to illustrate conditions border on the ludicrous. For instance, a famous fiction writer in a signed interview declares England could never be starved into submission for the reason that she has such a vast acreage that could be transformed into vegetable patches. The author of this remarkable statement says nothing of what the country would be doing in the interim between the suspension of food arrivals and the maturing of these crops. Neither does he explain where England is going to procure the men and women to cultivate this vast domain, where the seed would be procured, where the implements would come from and where the Germans would be while the crops were ripening. If the U-boats could establish an impenetrable cordon around the British isles they could also venture farther and levy tribute on almost every town on the coast. Success of the U-boats would spell impotency for the navy, and impotency of the navy would convey the admission that the last line of defence had been shattered and that Great Britain was at the mercy of the enemy.

APPOINTMENT OF A STATE ASSAYER GOES THROUGH THE SENATE

Special to the Bonanza. CARSON CITY, Feb. 23.—Senator Summerfield's bill providing for the appointment of a state assayer and inspector was passed by the senate with but one dissenting vote, Huskey of Washoe opposing it.

The bill was amended to place the appointive power solely in the hands of the governor, the appointee to serve at the pleasure of the governor. Another amendment providing that the state assayer shall be a practical mining man with at least five years' experience and also an assayer and analytical chemist also was adopted.

Senator Summerfield made a strong plea for the passage of the bill, saying that it was designed to protect the small shipper who sends his ore to sampling works and reduction plants.

New bills introduced in the senate yesterday include one by Hesson providing that before new construction work shall be started by railroads in Nevada they shall first get a certificate from the state railroad commission showing that the new line is made necessary for public convenience; by Elliott providing for the organization of high school cadet companies and by Huskey authorizing boards of county commissioners to set aside certain districts for breeding grounds for migratory birds.

The ways and means committee in the assembly reported favorably the bill providing for a state assayer with a recommendation that it be amended to fix his salary at \$3,000 per year and to carry an appropriation of \$2500 per year.

The assembly refused to concur in the senate amendments to the bill fixing the qualifications of the president of the university, and a conference committee was appointed. The original bill provided that he be an educator with three years' experience. The senate amended it to read "a president or professor

in some university or college of good standing."

Evans introduced a bill making it unlawful to sell cream containing less than 22 per cent butter fat.

A bill making it unlawful to manufacture or sell in Nevada any cigarettes after May 21, 1917, was introduced by Stewart, Fulton, Blundell, Tannahill and Golden. On motion of Duborg the bill was rejected.

The Nye county delegation introduced a bill authorizing the attorney general to employ a deputy at a salary of \$2000 per year, and a stenographer at \$1000 per year for 1917 and 1918.

Governor Boyle has signed the bill giving to the state mining inspector a second deputy at a salary of \$2400 per year.

BLOCKADE STOPS SHIPMENT OF NEVADA POTATOES

The storms on the Union Pacific have again delayed trains. There over 200 Pacific Fruit Express cars tied up east of Ogden, says the Sparks Tribune. This is a serious matter, as there are about 200 carloads of potatoes from Nevada to be shipped to the coast.

The railroad companies are making strenuous efforts to release these cars from the blockade on different eastern roads, as California is clamoring for the potatoes and wants the cars to take care of the early fruit shipments.

TEMPERATURE REPORT

Highest temperature yesterday, 47; lowest this morning, 42. Highest temperature a year ago, 42, lowest, 33.

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Tonopah, Nevada

C. E. Redman, Traffic Manager
Goldfield, Nevada

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